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[a1545]

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Hongkong, 14th August, 1903. [a1389]

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Hongkong, 3rd May, 1904. [a1016]

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FIRING 10 SHOTS IN 2 SECONDS.
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Hongkong, 3rd October, 1900. [a14]

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Hongkong, 18th November, 1901. [a157]

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Large and lofty Rooms, Elegantly Furnished
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Special Rates for Tourists.
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Hongkong, 31st October, 1902. [a149]

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Hongkong, 8th May, 1903. [a1218]

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ANTISEPTIC
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DELICATELY PERFUMED with the sweet odour of MITCHAM LAVEN-
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[a138]
Hongkong, 21st December, 1903.

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[a132]

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From the University of Pennsylvania U.S.A.
Hongkong, 10th March 1903. [a14]

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Hongkong, 21st September, 1903. [a131]**

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[a18]

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Hongkong, 10th June 1903. [a1032]

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[a107-1977]

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A most pleasant retreat for those desirous of
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Macao is 40 miles south-west of Hongkong.
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from Hongkong, and two steamers to and from
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[a224]

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The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 5TH MAY, 1904

THERE are some nations and Governments which, like individuals, can never learn. Of these China is a foremost and conspicuous example. No matter what rebuffs she may receive, no matter what losses she may sustain, she profits nothing by experience and gains naught by counsel or advice. The sad experiences of the closing year of the last century would, we had hoped, do something to enlighten Chinese Ministers and show them the folly of attempting to set back the clock of progress and of opposing an unreasoning resistance to all reform and improvement. Among the questions dealt with by the Final Protocol between China and the Eleven Treaty Powers in 1901 was that of the conservancy of the river Whangpoo, which was provided for in Article XI as follows:—"A Conservancy Board, charged with the management and control of the works for the 'straightening of the Whangpoo and the improvement of the course of that river' is hereby created. This Board shall consist of members representing the interests of the Chinese Government and those of 'foreigners in the shipping trade of Shanghai.' The expenses of the Board are then provided for, and details are embodied in Annex No. 17 of the Treaty. Several years have passed, and the Chinese Government, with their characteristic love of procrastination, have been persistently putting off the to them, evil day when a body shall be formed whose duty it will be to render the approach to Shanghai free from obstacles and to remove the so-called 'Heaven-sent barrier' from the waterway. The Chinese Government have no wish to either clear the river of obstructions or to render its navigation easy for shipping. They do not relish the expenditure, and they are far too

obstructive to desire any improvement in the river channel. According to a native contemporary, the British Minister at Peking has been urging this matter upon the Waiwupu and the Viceroy of Nanking, and offered on behalf of Great Britain even to bear half the cost, if only the work be seriously taken in hand. But the Waiwupu was not to be tempted even by the offer of pecuniary assistance. They said the work would be carried out at the cost of China alone, and that at present she could not raise the necessary amount. Not quite to be done, Sir Ernest Sartor is stated to have proposed to the Waiwupu the appointment of a commissioner whose duty it would be to take charge of the work, but that body replied that the Government could not at present find an official sufficiently capable for the purpose. Chinese mandarins are always ingenious, and if they can at the same time manage to assume an air of superior virtue they do not fail to seize the opportunity. Here was one, China had undertaken a duty; she must therefore bear the cost. But at present she could not afford the luxury; ergo, the work must be deferred. It is ever thus in China. As in Spain, there is always a to-morrow; why therefore do to-day what can be deferred to a more convenient season? The British Government has been steadily supported in the attempt to compel the Waiwupu to take up this question of the Whangpoo by the United States and Japan, but some of the Powers are apparently indifferent in the matter, or think to find some advantage by playing into the hands of the Chinese Government. It is to be hoped, however, that the British Minister will not grow disheartened in the task he has set himself, and that by pertinaciously insisting upon the performance of the Treaty stipulations he may eventually succeed in bringing the Waiwupu—which seems a worthy successor to the defunct Tsung-li Yamen—to a sense of its duty. The removal of the 'Heaven-sent barrier' at Woosung and the effective conservancy of the Whangpoo river have been strenuously fought for and insisted upon by the British and American communities at Shanghai for the past forty years. It seems hard that, after all these decades of striving, and when the point has at last been secured by Treaty, it is still impossible of attainment. Surely there must be some means of bringing the Chinese Government to book on the subject!

Yesterday the first steamboat load of pilgrims left Hongkong for the Shokwan Festival, which lasts for about a week. On Saturday and Sunday next several steamers will be run for the convenience of excursionists.

A Maclefield carter has been fined under a new by-law for passing through the town with a screeching cart. It is a pity that we have not a similar by-law to deal with the screeching hand-carts and barrows of Hongkong.

As Mr. H. Hancock has sprained his ankle he will be unable to play off the semi-final against Mr. P. Strickland (Lawn Tennis Championship), for some days. The match was to have been played yesterday afternoon.

We are asked to state that the annual meeting of seafarers will be held in the Union Church to-day, at 6 p.m., when reports for the past year will be submitted, and officers and committee of management elected for the ensuing year.

On Friday afternoon the prizes won in the Fire Brigade competition will be presented at the Central Police Station. On the same occasion the "May" Prize for the most efficient police officer beneath the rank of Inspector will be presented to Sergeant Mortimer O'Sullivan, who is the winner this year.

A picket of bluejackets and marines under the charge of an officer attracted some attention yesterday morning in Queen's Road in their attempts to capture a number of absentees. Several of the "wanted" men got clear away by the use of rickshaws, changing from one to another until they outdistanced their pursuers.

Mr. R. G. Knowles, the famous comedian, relates that he had several amusing experiences during his recent South African tour. "A prominent member of Capetown society invited me to the house, but my wife does not approve of music-hall people." "I thanked him," said Mr. Knowles, humorously, "and said that I regretted to have to refuse his invitation, but my wife, who was with me at the hotel, did not approve of clubmen."

There can be few parallels in Parliamentary annals, remarks a home paper, to the striking scene which occurred in the House of Commons on the 29th March, when, upon Mr. Winston Churchill rising to speak, the Tariff Reformers deserted the Unionist benches as if by magic, leaving only half a dozen "Free Fooders" behind to listen to the member for Oldham. This was evidently intended by the supporters of the Government as a protest against the continued presence of Mr. Churchill in their midst, and as a declaration of their belief that his proper place is among the Radicals.

Punch wants to know, will the Bear hear more than the Boer bore?

A very appreciative article on the Empress of Japan appears in the last number to hand of the London World.

There are at present 931 Chinese in the Transvaal, says Lord Milner, of whom 932 are resident in Johannesburg and district.

Nine more Chinese plague cases, 6 of them fatal, were reported yesterday. Two of the bodies were found; three cases occurred in First Street.

The campanile at the Roman Catholic Cathedral is nearing completion, only some iron-work which is coming from Europe being needed to finish the structure.

A prize-fight between two well-known local pugilists who have not met before is said to have been arranged to take place at Canton next Sunday.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—Wong San Tak Tong, \$50.

At a Privy Council held at Buckingham Palace on the 28th March, H.M. the King conferred the honour of knighthood upon the Hon. C. Hardinge, the new British Ambassador to St. Petersburg.

An Englishman who is superstitious was run down by a motor-car near Villefranche. He took the number of the car, and everyone supposed that he was going to the police. Instead of that, however, he went to Monte Carlo and backed the number (it was a two-figure car) at roulette, and won \$800.

The Max Müller Memorial Fund, to which the King contributed £25, the Kaiser £500, the King of Sweden £50, and the Crown Prince of Siam 25 guineas, amounted to £2,389. The fund is to be applied "to the promoting learning and research in all matters relating to the history and archaeology, the languages, literatures, and religions of ancient India."

The N.C. Daily News publishes a despatch to the following effect, dated Peking, 28th April:—Wang Chao, a highly educated and well-known Chinese reformer, has been seized and sentenced to imprisonment for life, on the ground that he is a supporter of Kang Yu-wei, which is not the case. His friends fear that he will be secretly condemned to a similar fate to that of Shen Ke-wei, who was barbarously beaten to death last year.

The *Novoe Vremya*, St. Petersburg, in an article over the signature of its editor, strongly advocates an Anglo-Russian entente. The United States is described as an *involuntarius parentis*, stretching its legs on the table of Asiatic politics, and seeking to make of the Pacific Ocean an American Mediterranean. By remaining Russia's enemy England, it is declared, assists America to solve for the sole advantage of America great political problems. It is time for Europe to understand that their common enemy is America. Russia and England, the article continues, are the only nations who have got beyond their European boundaries, and they must together take the initiative in uniting Europe against America and Japan. The opposition of England to Russian initiative in the domain of foreign politics is due to the hypochondria of historical tradition. In conclusion, the *Novoe Vremya* says England and Russia could remain the two great world Powers, one agricultural, the other industrial, the one all-powerful on land, the other all-powerful on sea. Each would supplement the other.

NAVAL NOTES.

U.S.S. "BUFFALO."

The United States cruiser *Buffalo*, Cap. W. H. Everett, arrived at Singapore, from Manila, on the 26th ult. en route for New York.

NEW NAMES FOR OLD SHIPS.

For some time past the Admiralty have experienced considerable difficulty in fitting names for new ships, owing to the fast growth of the navy and the consequent large number of names now in use. Many of the names are borne by hulks, and would be more suitable for vessels which are being built. It has therefore been decided that the present names of several ships in the navy shall be altered. The various Commanders-in-Chief have been informed accordingly and have been directed to cause the names at present appearing on the vessels to be erased and the new names affixed as soon as possible.

RUSSIAN CAUTION AT NEWCHANG.

NOTIFICATION AT THE HONGKONG HARBOUR OFFICE.

It is notified at the Hongkong Harbour Office that incoming steamers to Newchwang, arriving at the bar after dark, must anchor outside the bar, and in no case cross the bar before daylight. At daylight pilots will proceed to meet the steamers and bring them in for examination by the military authorities off the East Spit and subsequently to their berths.

Outlying steamers must leave the port in broad daylight in order to have time to cross the bar without stopping in the river. Steamers which for some reason are unable to cross the bar must return to the harbour and are not under any circumstances to remain in the river below the fort during the night.

Pilots must not under any circumstances remain with their boats or steam-launches near the bar below the fort during the night. They must return to the harbour before dusk.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

THE WAR ANOTHER ATTEMPT TO BLOCK PORT ARTHUR.

LONDON, 4th May, 10.25 a.m.

Viceroy Alexieff announces in a telegram that another attempt was made to block Port Arthur on Tuesday. Two Japanese torpedo-boats and eight fireships were sunk.

SHANGHAI RACES.

FIRST DAY.—Continued.

SHANGHAI, 3rd May.

SHANGHAI GOLD CHALLENGE CUP.

Messrs Common & Robson's Friendship 1
Mr. John Peel's Nithsdale .. 2
Mr. Scandypat's Alverstone .. 3

KIANGSHU CUP.

Mr. Four Stars' Sphere .. 1
Mr. Barley's His Highness .. 2
Mr. G. H. Potts' Rebel King .. 3

CHIHUI CUP.

Mr. Elma's Kinnell .. 1
Mr. R. J. Marshall's Little Momo .. 2
Mr. Sultan's Upstart .. 3

Time, 2.10 4-5.

GRAND STAND STAKES.

Mr. Four Stars' Lyra .. 1
Mr. H. Morris's Brownberry .. 2
Mr. John Peel's Grafton .. 3

Time, 2.6 3-5.

SECOND DAY.

SHANGHAI, 4th May.

CHU-KA-ZA CUP.

Mr. Toeg's Otter .. 1
Mr. H. Bush's Rinaldo .. 2
Mr. Scandypat's Flotsam .. 3

Time, 1.30 3-5.

SHANGHAI DEBBY.

Messrs Common & Robson's Friendship 1
Mr. Martin's Argente .. 2
Mr. Waterley's Monsoon .. 3

Time, 3.13 4-5.

MONGOLIAN PLATE.

Mr. R. J. Marshall's Little Momo .. 1
Messrs Toeg's and Barley's Seedcake .. 2
Mr. Columbia's Ramus .. 3

Time, 2.45.

RACE CLUB CUP.

Mr. Wingard's Vancouvor .. 1
Mr. Barley's His Highness .. 2
Mr. Criterion's Jugglers .. 3

Time, 4.32.

CONCORDIA CUP.

Messrs Toeg's and Barley's Zambesi .. 1
Mr. Gray's Comansho .. 2
Mr. Mowat's Coriander .. 3

Time, 2.41 2-5.

SICCAMEE CUP.

Mr. Scandypat's Jetsam .. 1
Mr. Common's Gadfly .. 2
Mr. Gray's Massasort .. 3

Time, 2.39.

PEKING STAKES.

Mr. John Peel's Glenburn .. 1
Mr. Spongy's Dandy Dan .. 2
Mr. Sultan's Upstart .. 3

Time, 3.19 2-5.

SHANGHAI STAKES.

Mr. Four Stars' Sphere .. 1
Mr. Moli's Snorum .. 2
Mr. Wingard's Algerine .. 3

Time, 3.19 2-5.

SPRING CUP.

Mr. John Peel's Zodiac .. 1
Mr. Toeg's Irvine .. 2
Messrs Robson's and Twovoes' Harvard .. 3

Time, 1.46 3-5 (Record, 7 furlongs).

SCURRY STAKES.

Mr. John Peel's Alaska .. 1
Mr. John Peel's Nithsdale .. 2
Mr. Mowat's Agout .. 3

Time, 1.46 3-5 (Record, 7 furlongs).

REUTERS SERVICE.

THE WAR.—THE BATTLE OF THE YALU.
LONDON, 2nd May.
Russian official despatches dated 1st inst., admit the overwhelming superiority of the Japanese artillery and that the heavy losses inflicted compelled General Sasulitch to evacuate the position at Turschen and take up a second position.

Later's agency at Tokyo wired on Monday that the Russians were forced to abandon Ants yesterday, and after burning the town retreated to Fengwangcheng. The Japanese now control the estuary of the Yalu.

FOR PROTECTS VLADIVOSTOCK.

LONDON, 2nd May.
Admiral Kamimura's fleet twice attempted to bombard Vladivostock between the 25th and 28th ult., but was prevented by a constant fog.

WAR NOTES.

TELEGRAMS.

The following are taken from the N.C. Daily News:—

"Tokyo, 29th April.—The first contingent of foreign military attachés, including General Sir Ian Hamilton, leave Tokyo to-morrow."

"Tokyo, 29th April.—It is reported that the bulk of the supplies at Liaoyang are now being transported to Fengwangcheng. The transportation of supplies between the above two points in carts requires five days."

"Tokyo, 29th April.—It is reported that Admiral Alexieff has ordered the men-of-war at Port Arthur not to change their present positions until Admiral Skrydloff's arrival. Special instructions have been given to fully cover the men-of-war in the harbour, and two torpedo-boats in rotation are keeping a lookout at the harbour entrance."

JAPAN'S PLAN OF CAMPAIGN.

In connection with the events of last week and the beginning of this on the Yalu, it is interesting to note what was the idea last month of an expert writer in the *Westminster Gazette* as to what the Japanese plan of campaign was likely to be. He wrote:—"In view of all that is known in England of the strategical position, the first act should be the approach of the Japanese in Northern Korea to the Yalu, in order to gain touch with the Russians and hold them in position, compelling the enemy to detach a large force upon this front or risk being overwhelmed. The next step required is the seizure of a landing-place in the Liaotung Peninsula, and the third the landing of the main army at or near Newchwang, and the preparation there of the main advance upon Liaoyang and Moukden, in co-operation with the forces from the Yalu, which must time its movements with the progress of the chief column at Newchwang. At the same time, the second line troops which have been brought into Corea will take over the defensive works established at Gonsan and Pingyang, and strengthen them so as to form Corea into a secure place of arms upon which the Army can fall back in case of defeat." As our readers have seen, the Japanese have done more than hold the Russians in position; practically they have "overwhelmed" them on the Yalu. We may now wait to see whether the second and third steps indicated by the writer quoted will follow in the order named. It looks extremely probable.

THE NEW RUSSIAN MINISTER OF WAR.
The St. Petersburg *Official Messenger* publishes the announcement of the appointment of General Sakharoff, Chief of the General Staff, and Adjutant-General of the Army, to be Minister of War, and of the Grand Duke Cyril Vladimirovitch to be chief of the marine department on the staff of the Admiral commanding the Russian fleet in the Pacific.

THE SINKING OF THE "PETROPOLSK." According to a Reuter's telegram to Ceylon, a strong belief prevails at St. Petersburg that a Japanese submarine sank the *Petropolsk*. With how many submarines we wonder, is the Japanese Navy credited in Russia?

COAL SUPPLY.
According to the latest papers from home, both the Japanese and the Russian Governments were then placing large orders for Welsh steam coal at Cardiff. It is the intention of the Japanese Government not in any way to incapacitate the steaming powers of their warships in what will perhaps be the most critical period of the war by supplying them with inferior local coal, and strong efforts are being made to prevent any serious inroads on the huge reserves of Welsh coal now in Japan.

During the recent and present operations of the fleets and transports heavy demands have necessarily been made on the stores of Welsh coal which were laid in before the outbreak of hostilities, and it is intended to maintain the stores at their present quantity in case at a later stage greater difficulty is experienced in conveying the cargoes to the Far East.

At the end of March, it appears some Russian merchants chartered two British steamers, the *Carlise* and the *Seaford*, each with 3,000 tons of the best Welsh steam coal, from Cardiff to Kiao-chau at a freight rate of 30s. per ton. According to the terms of the charter, the masters of both steamers shall make every effort to run the blockade, either at Vladivostok or Port Arthur, at an increased freight of 47s. per ton.

THE CAVALRY QUESTION.

—A correspondent of the *Times* writes:—"Experts agree that the Japanese cavalry is the weakest branch of the army of our ally, 20,000 horsemen from India and another 20,000 from our Colonies would be the best military aid we could render to Japan if the *cansu federis* were to arise. If Japan uses her horsemen after the prehistoric methods in vogue at Potsdam and Nancy the Cossacks will probably destroy them; but if the lessons of the Civil War in America and of the Boer War are taken as a guide, then the Japanese may be able to give the famous Cossack *lava* a rough lesson. The Cossacks are not to be beaten by serious tanks and classic charges; Napoleon tried that against the cavalry without injuring his enemy. The tactics that will destroy Cossacks are the tactics of the Boers. To the heavy dragon the Cossack appears 'a bee beneath contempt, with his high saddle, crane's seat, and sorry, ill-kept nag.' Yet he is a horseman after all, and his fashion, and his pony will live where other horses starve. A stout heart, steady nerve, and the traditions of victory make him an enemy to be respected. Whether the Cossacks in the mass are above or below the Russian, time will show. It is certain that they have never yet been intelligently fought."

FIRE IN BONHAM STRAND.

A HOUSE COMPLETELY GUTTED.

Fire broke out at No. 37, Bonham Strand West at about 4.30 a.m. yesterday. The Brigade under Messrs. E. R. Hallifax and J. G. Baker hurried to the scene. The fire burned brightly at the time and was fast demolishing the building. No. 37, the house in question, adjoined, from the rear, No. 201, Winglok Street, which, indeed, was occupied by the same people. Entering at Bonham Strand one could walk right through the shop, making an exit into Winglok Street. The fire rapidly spread to the upper portion of No. 201, Winglok Street. Fire-escapes were put up against the building both from Bonham Strand and Winglok Street, and there being a fair supply of water on the mains, the flames were got under control in about an hour's time. The Brigade continued to work hard until seven o'clock, by that time having reduced the conflagration to a heap of wet, smouldering ashes. No. 37, Bonham Strand was completely gutted, while the upper portion of No. 201, Winglok Street suffered to a considerable extent. The ground floor of the latter house was damaged by water only. From what we can gather the demolished house does not seem to have contained a great quantity of merchandise—samples, apparently, acting for general business. There was, however, a considerable amount of spelter, or some sort of similar metal, on the ground floor: this could hardly have suffered.

The occupier of the house, we understand, recently lived at No. 1, Bonham Strand, the house that was not long ago burned down. He had No. 37 insured in the Trans-Atlantic Fire Insurance Co., and Chinese insurance companies for \$22,000.

Four safes taken from the ashes were brought to the Police Court for investigation. They were all more or less considerably damaged, but their contents, including an amount of paper money, though in many instances scorched, were for the most part all right. The paper inside one tin box taken from a safe was so charred that if one touched the black remains they would fall to small ashes. It is said, however, that the Bank will be able to distinguish any bank-notes amongst the pile. In all between nine and ten thousand dollars were found in the safes.

"BINGO MARU" NOT CALLING AT HONGKONG.

The Nippon Yusen Kaisha s.s. *Bingo Maru*, the last Japanese ship bound east, does not call at Hongkong, but is now steaming from Singapore direct to Japan. According to the *Straits Times* she arrived at Singapore on the morning of the 25th ult., having come from Cardiff via the Cape and Durban. The officers tell a great tale of their escapes from the Russian cruisers *Great Admiral* and *Kreiser* between Ireland and the Azores. The *Great Admiral* is an old-fashioned boat lately used as a training ship, and was under sail when a snow-storm lifted on March 8th and revealed her about 6 miles off the *Bingo's* starboard bow, with all sail set. Luckily her steam was not well up, and the gallant engine-room guard of the *Bingo Maru* was able to show her heels and escape.

A HURRICANE AT SAIGON.

Messrs. Gilman & Co., Lloyd's agents, courteously inform us that they have received the following telegram from Saigon:—"A hurricane has passed over here doing considerable damage to property. Ships broke up, but without causing any damage to shipping (European). The hurricane did considerable injury to native craft. Heavy storms on the coast. Several small craft have suffered. The smaller ports in the district have also felt the effects of the storm, but full particulars of the damage have not yet been received."

THE RUSSIAN PRESS AND GREAT BRITAIN.

The *Russ* (St. Petersburg) points out that, in spite of the Anglo-Japanese alliance, the British Government continues to observe an absolutely correct attitude, which testifies to its firm resolution loyally to maintain its neutrality. The *Russ* regards this attitude as calculated to contribute potently to a gradual clearing of the political horizon.

The *Novosti* says it regards the agreement between Great Britain and France as a great historic event, and remarks that Russia and Great Britain could not less favourably settle the questions which separate them, and which are by no means insoluble. If an Anglo-Franco-Russian alliance were to be realised, universal peace, as well as the true interests of Russia, would, concludes the *Novosti*, be completely guaranteed for a long time to come.

THE METRIC SYSTEM.

The Central and Associated Chamber of Agriculture discussed last month the House of Lords Weights and Measures (Metric System) Bill.—Mr. Latham (Oxfordshire), in moving that the Chambers support the Bill, said the present system of weights and measures was a disgrace to Great Britain. We were at variance with every civilised country in the world, and even in this country there was nothing like uniformity in this matter.—Mr. W. S. Lane (Worcester), in seconding, said the change was a hundred years overdue.—Mr. Middleton (Cleveland) moved as an amendment that there should be a uniform system of weights and measures throughout the country, and that for this purpose our existing Imperial weights and measures are best adapted.—Mr. Barfoot Saint (Leicester) seconded.—On a vote the amendment was defeated by a large majority. Ultimately an amendment was carried by a majority in favour of the introduction of a decimal system.

POLICE COURT.

Wednesday, 5th May.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

AN UNFORTUNATE THIEF.

A thief was charged with entering No. 255, Queen's Road East and stealing a watch and blanket. The case was heard by the occupier, who chased him down the stairs. On his rush down the defendant collided with a female baker, knocking her down.

Defendant was sentenced to one month's imprisonment and six hours' stocks for stealing, and 85 or 14 days for assault, the sentences to run consecutively.

A NEW TERRITORY CASE.

A man from Ching Chow, situated in the New Territory between Kowloon and Macao, was charged with stealing 23 earthen paws. He was sentenced to 15 days' hard labour and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND
POLICE MAGISTRATE).

A HEAVY FINE.

An Indian, a pensioner from the Hongkong Police Force, was charged with selling rum without license at No. 6, Wungueichong Road. He was fined \$200 or three months' imprisonment.

A WOMAN'S QUEER DEED.

Sergeant McHardy, of Stanley, charged a Chinese woman, 33 years of age, with obtaining \$80 by false pretences.

She pleaded not guilty.

The circumstances that came out in the evidence were rather peculiar. It appears that about a month ago the woman approached a coolie foreman at Tyntak who she knew was in search of a wife, and offered to become his spouse on receipt of the sum of \$80. As she said that she was a single woman, the man closed with the offer, and the marriage took place. A day or two ago another Chinese appeared on the scene, claimed the woman as his wife, and took her away. When this happened she denied that she had told No. 2 husband that she was unmarried or that she received this money from him.

The Magistrate found the charge proven and passed sentence of four months' imprisonment.

LATE TELEGRAMS.

(VIA Ceylon.)

THE TIBET MISSION.

Calcutta, 17th April.

The special correspondent of the *Englishman* with the Tibetan Mission telegraphs that the action in the gorge on the 10th instant was fought during a heavy snowstorm. At first the Sikhs advanced on the position, but could not scale the rocks. They then marched through the gorge, the Tibetans firing furiously, while, finally, they found themselves in a fairly open valley behind the enemy's position. The Tibetans could then be seen running about the rocks and descending the valley with leaps and in great fright. The Mounted Infantry pursued them, killing many. They could have killed more, but the officers restrained the men. Meanwhile, the Gurkhas, on reaching the top of the mountain, found large numbers of Tibetans hiding in caves in great fright. These were called out and told to break their swords and matchlocks, which they did with manifest delight, dancing and jumping on them with pleasure. They were brought down into the camp as prisoners. Many are now working with us as porters. They explained that they were peasants, who did not want to fight, but were forced by the Lamas, who threatened to burn down the villages.

The Mission is now comfortably established at Gyantse, a large and flourishing town. The inhabitants appear well-disposed and are bringing supplies.

As a certain number of monks fought against us, Colonel Younghusband asked for an explanation from the Abbot at the Gyantse Monastery, who replied that the monks were forced to fight by the Lamas and prayed to be forgiven. Colonel Younghusband said the offence was most serious. In future, the monks must confine themselves to religious duties. A fine, in grain, has been levied on the Monastery.

ARMY EXPENDITURE.

SOME COMPARISONS.

Mr. Arnold-Foster, in reply to Mr. Lough, has given, in the printed papers, some important figures bearing on the numbers of men in the British and other regular armies, and the peace budget totals.

The following is given as the strength (all ranks) of the British, German, Austrian, French, and Italian regular armies:—

British (1904-5)	217,000	300,000
German	600,000	324,000
Austrian	325,245	2,000,000
French	602,121	3,200,000
Italian	220,637	1,800,000

The above numbers shown under "war" for Germany, America, France, and Italy include all men who have served in the regular army, and can be called upon to rejoin the army in time of war, and the German and French figures are exclusive of Colonial troops serving abroad.

The peace budget of each of the above-mentioned countries is:—

British, 1904-5	£28,830,000
German, 1903-4	£31,880,455
Austrian, 1903-4	£17,993,623
French, 1904	£27,683,193
Italian, 1903-4	£11,277,556

The German Estimates make no provision for pensions, which are included in a separate budget, and amount to about five millions a year, and the German and French totals are exclusive of cost of Colonial troops serving abroad.

WEIHAWEI.

In continuance of the correspondence which we have already noted in the *Times* on the British Government's policy at Weihaiwei, Admiral Sir R. Vesey Hamilton writes:—"Notwithstanding the high authority of Admiral FitzGerald and Sir Edward Fremantle and Miles, I retain my conviction, and in opposition to Admiral FitzGerald's *ipse dixit*, 'fortify or withdraw,' I unhesitatingly say do neither; and, unless Sir Cyprian Bridge's late experience as Commander-in-Chief in China changes his opinion, I am still further convinced of my opinion that Weihaiwei is a modal secondary base. Our fleet, instead of being at sea in or at the entrance of the Gulf of Pechili waiting for the Port Arthur fleet to come out, will do so at anchor, instead of being exposed to fogs, gales of wind, and other dangers while cruising, the entrance of Port Arthur being watched by small craft, and the slightest movement of the hostile fleet communicated to the senior officer at Weihaiwei very rapidly. Weihaiwei is in the front of our commercial ports in China, and an admirable position to prevent a hostile fleet slipping past to attack them. As long as we have command of the sea that is sufficient defence. When lost, Weihaiwei must go, and better unfortified than fortified."

Admiral FitzGerald in reply to "J. R. T." (whose letter we quoted the other day) says his letter is a lecture on the broad principles of naval strategy which can only be regarded as an amusing caricature of the theories of Mahan. Every argument used by "J. R. T." against the fortification of Weihaiwei is equally applicable to Gibraltar, Malta, Aden, Colombo, Singapore, Hongkong, &c. We should lose them all eventually if we lost (eventually) the command of the sea. "J. R. T." distinctly admits this. Therefore these projected bases ought to be dismantled, and their garrisons withdrawn, as the latter "constitute a large and permanent drain on our limited military resources," and the fortresses can be taken again whenever we want them, if we retain or regain command of the sea. The fact of the matter is that our ultra-scientific theorists have completely overlooked the mark, and ludicrously misapplied the lessons taught us by Mahan—lessons founded on the practice of naval warfare of a hundred years ago, when ships could keep the sea for a year or so without touching at any fortified naval base. In the present day the command of the sea (or more correctly speaking "preponderance at sea") over any given area will be largely dependent upon fortified bases. If this is not the case, then all the Great Powers have been guilty of reckless waste of money in fortifying their naval bases. Had Weihaiwei been given the modest fortifications which were decided upon three years ago, not even Rehoboth in a gunboat would have had the temerity to attack it, and even if he had, it would probably have held out until the squadron returned to relieve it. That Weihaiwei will eventually be fortified, or rather re-fortified, I have not the smallest doubt; but whether this will be done by Great Britain or some other Power I decline to guess. The wording of our loss of it is that we are to hold it "for so long as Russia continues to hold Port Arthur." Possibly Russia may not continue to hold Port Arthur, and in that case we shall be able to retire gracefully from Weihaiwei without any loss of prestige, and give up our improvements to Germany, or some other dear friend. A misapplication of the lessons of history has landed many a great strategist before "J. R. T." in an untenable position.

THE LATE SIR EDWIN ARNOLD.

The funeral service over the remains of Sir Edwin Arnold took place at Brookwood Cemetery on the 28th March, being attended by many colleagues and friends, the family mourners present including Mr. Edwin L. Arnold and Mr. W. Channing Arnold (sons), Mrs. Earle (daughter), Mrs. G. Arnold and Mrs. J. Arnold (daughters-in-law), Mrs. Stirling and Miss Pinchard (nieces), Mr. Bernard Arnold and Mr. R. Arnold (nephews). Among those who also attended were Mr. Choze Kofke (representing Viscount Hayashi, the Japanese Minister) and Mr. Minori Arakawa (Consul-General of Japan). The service, which was fully choral, was conducted by the Rev. Arnold Pinchard (nephew of Sir Edwin) and vicar of St. Jude's Church, Birmingham). A choir, specially brought from London, sustained the musical portions of the service. Accompanied only by Mr. E. L. Arnold, Mr. W. C. Arnold, and Mr. R. Arnold, the body was then conveyed to the Crematorium at Woking, where, in accordance with Sir Edwin's express desire, it was cremated. The wreaths included one of wall-flowers from the widow and another of laurels from the sons and daughters. A magnificent floral lyre, with broken strings, was sent from his colleagues of the *Daily Telegraph*, and other tributes came from Viscount and Viscountess Hayashi, Mr. and Mrs. Bennett Burleigh, Mr. and Mrs. Arakawa, Mr. and Mrs. S. Komuro and "Tsudemo Onaji Kokoro." Across the wreath from the last-named was inscribed in letters composed of violets, "Tama." After the cremation the ashes were brought back to London, and will finally repose in the chapel of University College, Oxford, Sir Edwin Arnold's old college.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 4th at 11.25 a.m. the barometer has risen in N.E. Japan, and very slightly in the Southern Philippines, and fallen at all other stations.
The greatest pressure is probably over the Pacific, east of Formosa, and the least in the western part of the China Sea.
Gradients are very slight on the China Coast, and light S.W. winds may be expected in the Formosa Channel, and moderate E. winds in the China Sea.
Forecast:—Moderate S.E. to S. winds; cloudy, fine.

THE ADMINISTRATION OF
HONGKONG.

In the *Times* of the 2nd April Mr. Alleyne Inland has the following letter in reply to Sir Henry Blake, written at Hongkong on the 11th February:—
Sir,—In the *Times* of September 14 last, you published an article under my name on the administration of Hongkong. In your issue of November 19 there appeared a letter from Sir Henry Blake, G.C.M.G., at that time Governor of Hongkong, in which the writer sought to prove that my article was an inaccurate, distorted, and misleading account of the affairs of the colony, and that in writing it I had been influenced by personal feelings against some of the officials, with whom Sir Henry Blake asserts, I had unpleasant relations.

As it is now some months since my article appeared in your columns, I may perhaps be allowed to recall that its general tenor was that the Civil Service of the colony, though containing some men of the highest ability and usefulness, was on the whole inefficient; that the Secretariat was in a state of disorder; that the Government had gravely neglected its duty in the matter of sanitation and water-supply; that the recommendations of Mr. Chadwick, C.M.G., who had been called to the colony in 1882 to report on these matters, had only been carried out in part; that although an outbreak of plague had occurred in 1894 it was only recently that serious steps had been taken to face the problem of plague prevention, and that this new activity had found its expression in the Public Health and Buildings Ordinance, introduced in 1902.

On each of these points (except the evil condition of the Secretariat which, I may note, was the subject of the most detailed and exact criticism contained in my article) Sir Henry Blake meets me with a flat contradiction.

In regard to the Civil Service of the colony Sir Henry Blake says that my conclusions may be accounted for by the fact that I had unpleasant personal relations with the local officials, and that in 19 years of colonial experience he has not seen a better Service.

On the subject of my personal relations with the officials Sir Henry Blake is entirely mistaken. With the exception of one person my relations with the members of the Service were of the most cordial description, and they have not been in the least degree less agreeable on my return to the colony since the publication of my article and of Sir Henry Blake's letter. That Sir Henry Blake has not seen a better service than that of Hongkong accounts in a very simple manner for his high opinion of it; and the fact may have some bearing upon the condition of the service as I found it in 1902. In support of his opinion Sir Henry Blake makes a strong appeal to the authority of his experience, and I may therefore point out that his experience of colonial affairs extends to only three colonies other than Hongkong (the Bahamas, Newfoundland, and Jamaica), and that I am now writing after a more or less extended observation of 15 years in more than 20 colonies.

In my article I said that a great improvement in the Civil Service might be expected to follow the introduction of a more rigorous spirit into the Secretariat.

I find now that this improvement has not really taken place following the appointment of Mr. Francis May, C.M.G. (at present Acting Governor), to the post of Colonial Secretary; and a very marked change for the better is to be observed in two of the worst departments of the Government—the Post Office and the Secretariat. As far as the improvement of the mechanical work of the Secretariat is concerned the result is largely due to the efforts of a clerk from the Colonial Office, who was sent out to the colony at the instance of Mr. May's predecessor for the express purpose of reducing to some sort of order the chaos which had resulted from the incompetence or indifference of the Secretariat staff.

The following extracts from the official records of Hongkong and from the proceedings of official bodies in the colony will, I venture to think, adequately vindicate the accuracy of my opinions in regard to the failure of the Government to meet the needs of the colony in the matter of sanitation; it is perhaps sufficient comment on the water-supply to say that at present it is only turned on for four hours a day.

Extract from a letter from the secretary of the Chamber of Commerce of Hongkong to the Colonial Secretary, June 7, 1901:—

I am therefore directed to point out that, although it is now seven years since the plague first appeared in a fatally epidemic form, the authorities are now practically as he plies in its presence as they were in the memorable year 1894. The number of cases, now as then, are little in excess of the number of deaths; the exodus of Chinese has, now as then, commenced to be on a formidable scale; and the virulence of the pest seems now to be even more marked than in 1894.

The committee are loth to intervene in any matter apparently outside the domain of trade, but this question is so intimately bound up with the welfare of the great port that they feel it would be a grave omission did they fail to point out how, in their opinion, the Government have made themselves largely responsible for the evil state of things prevailing.

In the opinion of the committee the Colony possesses in the medical officer of health a valuable officer, whose labours, efforts to promote the sanitary condition of the city merit every encouragement, whereas his recommendations, like those of Mr. Chadwick, have been frequently ignored, shelved, or pared down when adopted.

My committee desire to draw attention to the folly of allowing the prejudices of officials, the fear of expense, or the dread of unofficial opposition to stand in the way of the execution of sanitary measures which are known to be necessary and which have been insisted upon time after time by experts.

Professor Simpson, in his "Report on the Causes and Continuance of Plague in Hongkong," dated 1903, says:—

The housing in Hongkong, according to Mr. Chadwick, is no better but rather worse than it was 20 years ago, while in sanitary matters generally it is evident that there is an absence of a continuously progressive, prospective, and controlling policy, culminating in scarcity of water and the general unsatisfactory condition of municipal matters referred to in this report.

Dr. Francis Clarke, the medical officer of health, at a meeting of the Sanitary Board on May 30, 1901, pointed out eight important items of Mr. Chadwick's report of 1882 which had not been carried out. In moving a resolution that these suggestions of Mr. Chadwick should now be followed out Dr. Clarke said:—
"Almost all these matters are a crying need of Hongkong more than 19 years after the above report was written; and in moving the resolutions standing in my name I am only reiterating the recommendation of one of the highest authorities on sanitation in Great Britain."

Sir Henry Blake concludes his letter by saying:—

If the report be submitted to the University of Chicago be no more accurate as regards other Colonies of the British Empire than that which has been favoured you on Hongkong it will be but a sorry waste of money for the study of British colonial administration.

What I have written above should serve to establish the accuracy of my statements about Hongkong; and Sir Henry Blake will perhaps find it more convenient to criticise my reports to the University of Chicago after they are printed than before they are written.

MERCANTILE BANK OF INDIA,
L.D.

The following is the eleventh annual report of the board of directors to the shareholders:—
The directors herewith submit to the shareholders of the bank the general balance-sheet and statement of profit and loss account for the year ending 31st December, 1903.

The net profits for that period, after providing for bad and doubtful debts, and including £16,243, 11s. 2d. brought forward from last account, amount to £92,678, 18s. 6d. Out of this sum there has already been paid £1,687, 10s. 6d. being an interim dividend for the half-year ending 31st June at the rate of 5 per cent. per annum on the "A" shares of the Bank.

The directors have added £20,000 to the reserve fund, and now recommend a dividend on the "A" shares at the same rate for the second half of the year, and on the "B" shares of 5 per cent. for the year. This will absorb a further sum of £23,477, 10s. 6d., and will leave a balance of £44,551, 18s. 6d. to be carried forward.

Mr. R. J. Black, of the firm of Messrs. Best & Co., Madras, has been appointed to fill the vacancy on the board, caused by the death of Mr. Thomas Scott.

The following directors retire by rotation, but, being eligible, offer themselves for re-election:—
Wm. JACKSON, Esq.,
J. A. MAYLAND, Esq.

It will be necessary to appoint auditors. Messrs. Cooper Brothers & Co., and Messrs. W. A. Brown & Co., the retiring auditors, offer themselves for re-election.

By order of the board,
JAMES CAMPBELL,
Chief Manager.

CHINA AND THE UNITED STATES.

In 1897 Mr. Sherman, the United States Secretary of State, told a French diplomatist that the United States did not do a pennyworth of trade with China, and would never send a single soldier there. But in the same year the railway magnates who controlled the Northern Pacific and Great Northern transcontinental lines found that while their east-bound rolling stock carried the agricultural produce of the western States to the eastern seaboard, the returning trucks were often empty, and they decided to open up trade with China.

In order to get freight for their railroads! This immense conception was forthwith carried out. And by an extraordinary conjunction of events it came about that the annihilation of the Spanish fleet in Manila Bay by Dewey placed the United States in possession of the Philippines, and made that nation a territorial and military power in the Far East as well as a commercial power. President Roosevelt has been quoted as declaring that the domination of the Pacific in the future is assured to the United States by their geographical position, and some authorities see a direct connection between that aspiration and the revolution in Panama, by which the United States have secured complete control over the Canal, which is expected to be completed within a very few years. When the Panama Canal is open the eastern seaports of the United States will be placed in direct communication with the Philippines and China. And in the opening up of China with the attendant incidents of railway construction and engineering work generally the United States will find a vast market for machinery, steel, and implements of all kinds. Russia may pour in her goods by the Siberian railway, but the United States with regular lines of steamers from New York and Baltimore to the Chinese ports in the Panama Canal, will be a formidable competitor. It will be a battle between two giants.—*Ex.*

THE CHINA COMMERCIAL CO.

The American headquarters of the China Commercial Company, which is to operate its steamships in connection with those of the Portland and Asiatic Company of the Harriman system, has been established in Portland (Oregon). Following the plan of the roads operating steamship lines out of Puget Sound, which is to solicit business in the East when the rush is over with local cargo shipments, the Harriman system has sent letters to their Eastern offices beyond the Missouri and to the Union Pacific and Oregon short line soliciting business and informing them that Portland city will shortly have a ten days schedule with a fleet of eight carriers.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

ADMIRAL SIR C. BRIDGE.

The *Naval and Military Record* says:—
Admiral Sir Cyprian Bridge has relinquished the command of the China squadron, and his name has been removed from the active list by reason of age. He has been succeeded in the Far East by Vice-Admiral Sir Gerard Noel, an officer whose fame is justly high. Admiral Bridge is a great loss to the fleet, but it will be some compensation if he holds the pen more frequently in the future now that he has handed down his flag for the last time. Sir Cyprian has for many years been a close student of naval history, and the Navy has had few officers in the senior ranks at once so erudite and so facile in the expression of their views. His contributions, particularly to the latest edition of the *Encyclopædia Britannica*, have been masterpieces. He has wide knowledge, a firm grasp of strategic and tactical considerations, as they affect the fortunes of fleets under varying conditions, and he possesses what even Captain Mahan cannot boast—an intimate acquaintance with fleet organisation, besides having presided over the Naval Intelligence Department for several years. Admiral Bridge began his career by fighting against Russia in the White Sea, and his last days of active service have been devoted to watching the opening moves of a struggle in which Russia has once more been resolutely placed on the defensive by her determined and resourceful opponent. Consequently, while the fleet loses an admiral, it may be that the nation will gain the advice and expert guidance of a practical student, whose word will carry great weight. We want a few admirals in Parliament, men of decided and well-balanced views, who can "pull up" representatives of the Admiralty when evasive answers are given to naval questions.

The following facts about the sons of the late Duke of Cambridge may be of interest:—
Rear-Admiral A. FitzGeorge, one of the Equestris to the late Duke of Cambridge, who has had conferred upon him the honour of knighthood and been invested with the insignia of a Knight Commander of the Royal Victorian Order, entered the navy in 1859. He retired with the rank of captain in 1893, and in 1896 received the rank of rear-admiral. He was created a Companion of the Victorian Order in 1901. Col. Augustus FitzGeorge, upon whom a similar honour has been conferred, joined the 1st Rifle Brigade in 1865. From 1870 to 1875 he was *aide-de-camp* to Lord Napier of Magdala in India, and to the King when, as Prince of Wales, he visited India. In 1878 Col. FitzGeorge was transferred to the 11th Hussars, and from 1884 to 1886 he acted as *aide-de-camp* to Sir A. Alison at Aldershot. He was created a C.B. in 1895, and retired from the army in 1900. For a short time he acted as private secretary to his father.

SHIPPING NOTES.

OIL FUEL RECORD.
The steamship *Nabesna*, of the American-Hawaiian Line, has made the longest trip recorded with oil as fuel. She has arrived at New York from San Francisco after a voyage of 12,734 nautical miles, made in 51 days, without making any stop for replenishing fuel.

DARING ENTERPRISE.
A New York correspondent says that expert opinion on the subject of turbines is almost unanimously in support of the innovation, and it is believed that the new Cumers will be entirely successful. At the same time, there is much admiration for the daring of the General Company in making its decision, for it is recognised that, despite the success of the turbine in smaller boats, it is something in the nature of an experiment to apply it to the large Transatlantic vessels.

MISCELLANEOUS.
The s.s. *Misaki* arrived from Saigon yesterday with 1,700 tons of rice for Chinese consignees.
The s.s. *Empress of Japan* arrived from Vancouver yesterday. She experienced stormy weather in the Pacific Ocean, but fine when crossing between Shanghai and Hongkong.
The s.s. *Kwaiyang*, from Chinkiang and Wuhu yesterday, reports variable winds with dense fog.
The s.s. *Huiching*, from Foochow, Amoy, and Swatow yesterday, reports:—Foochow to Amoy, light S.W. breeze and intervals of fog; Amoy to Swatow, strong N.E. breeze with clear weather; Swatow to Hongkong, light variable winds and hazy.

STEAMER MOVEMENTS.
The O. & O. steamer *Coptic*, with mail, &c., left Manila for this port on the 3rd inst., at 1 p.m., and is due Hongkong on the 5th inst., at 9 a.m.

The P.M. steamer *Korea*, with mail, &c., from San Francisco, via Honolulu, leaves Yokohama for this port via Inland Sea, &c., on the 5th inst.

The P.M. steamer *China*, with mail, &c., which left hence April 5th for San Francisco via Shanghai, &c., arrived at her destination on the 2nd inst.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

The Indo-China steamer *Suisun*, from Calcutta and the Straits, left Singapore for this port on the 3rd inst., at 4 p.m.

The H.A.L. steamer *Theodor Wille*, from Hamburg, left Singapore for this port on the 3rd inst., a.m., and may be expected here on the 9th inst.

The E. & A. steamer *Eastern*, from Sydney, &c., left Port Darwin on the 3rd inst. for Manila and Hongkong, and is due here on the 13th inst.

The C.N. steamer *Kassu* left Tientsin on the 3rd inst. for Chefoo and Hongkong, and is expected here on the 10th inst.

The C.C. steamer *Atholl*, sailed from Salina Cruz for Moji and Hongkong on the 30th inst., and is due to arrive about 5th June.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 18 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co.
NEW YORK, U.S.A.

1567

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904. [37]

QUAN WAH & CO.
GRANITE MERCHANT CONTRACTORS.Dealers in
MARBLE and GRANITE
MONUMENTSNo. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [10]DAVID COHEN & SONS
NATIVE ROPE
ONG FLAKRELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.

34801 Sole Agents

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS July to DECEMBER
1903. With Index. Price \$7.50.
On sale at the Hongkong Daily Press Office,
Hongkong, 25th March, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. O. Box 33, Telephone No 12.

NEW ADVERTISEMENTS

ST. PATRICK'S HALL.

First Appearance in Hongkong of THE PIERROTS with all the Latest Songs.

SATURDAY, MAY 7th, 1904, at 8 P.M.
Doors open 7.30 P.M.

Hongkong, 5th May, 1904. [1189]
HONGKONG STEAM WATER-BEAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 7% for the half year ending March 31st, 1904, has been declared. Dividend warrants will be issued on application at the COMPANY'S OFFICE on and after TUESDAY, the 10th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 10th inst., both days inclusive.

Hongkong, 4th May, 1904. [1190]
J. W. KEW, Manager.

STEAMSHIP "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Corduan, from Havre ex s.s. Corduan, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are hereby landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 p.m. To-day, the 3rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on Tuesday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

JUST UNPACKED.

BISCUITS and CAKES.—A Special Consignment from the well-known Manufacturers, Messrs. Huntley and Palmer. A Varied Assortment of Biscuits and Cakes. Biscuits of the newest kinds, such as Arctic Wafers, Maize Wafers, Tea, Folkstone, and Ice Cream.

And also
Gousses, Almond, Family, Oxford and Fruit Cakes.

Inspection earnestly solicited.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
or
35 to 38, Elgin Road, Kowloon.
Hongkong, 4th May, 1904. [1183]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL list of samples may be seen at 53, Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Hongkong, 20th April, 1904. [1054]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Modern charges. Work solicited.

J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. 78

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

JEWELLERS

MAISON LEVY HERMANOS

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Rio de Janeiro.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.

Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Reitzel's Genuine Composition Red Brand Brand.

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Brass and Iron Merchants 14, Des Vaux Road.

NOTICE OF REMOVAL

THE HEAD AGENCY OF THE JAVANESE-CHINA-JAPAN LINE.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR, Hongkong, 28th April, 1904. [1138]

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LD. THE OFFICE of the above Company has This Day been REMOVED to ALEXANDRA BUILDINGS, SECOND FLOOR, Des Vaux Road.

H. G. SIMMS, Acting Agent.
Hongkong, 30th April, 1904. [1149]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LD. (Proprietors of David Store & Co.) have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR), W. D. GRAHAM, Manager.

Hongkong, 30th April, 1904. [1157]

NOTICE OF REMOVAL.

MESSRS. PALMER & TURNER have This Day REMOVED their Offices to ALEXANDRA BUILDINGS, 3rd FLOOR, Hongkong, 1st May, 1904. [1160]

NOTICE OF REMOVAL.

D. B. KEW, BROTHERS & CO., have This Day REMOVED their Dental Surgery to the 3rd FLOOR, ALEXANDRA BUILDING, Hongkong, 2nd May, 1904. [1158]

WANTED.

RELIABLE and ALERT PORTUGUESE SALESMEN. Good wages to good men.

Apply— BOX 365, Care of Daily Press Office, Hongkong, 29th April, 1904. [1139]

RUINART PERE & FILLS, REIMS

Established 1719, CHAMPAGNE GECWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & Co., Sole Agents.

Hongkong, 18th May, 1903. [150]

CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C. Scotts and Engineering Co., Ltd.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet

Length on Blocks... 513

Width of Entrance on Top... 58

Width of Entrance on Bottom... 77

Water on Blocks at Spring Tide... 26 1/2

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 53

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [176]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c. of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price... \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE,"

Messrs. KELLY & WALSH, Hongkong;

and all leading Booksellers in the Far East. Hongkong, 14th February, 1903.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 35, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

NOTICES OF FIRMS

NOTICE.

MR. HERBERT BENT Ceases to Sign our Firm by Procuration from This Date.

HERBERT BENT & CO., Canton, 1st May, 1904. [1154]

NOTICE.

I HAVE admitted Mr. HERBERT BENT a Partner in my Firm, to date 1st June 1904.

T. E. GRIFFITH, Canton, 30th April, 1904. [1155]

REVOCACTION OF POWER OF ATTORNEY.

THE CHINAMAN GAN KANG SIOE, Trader of Samarang (Java) has revoked all Powers of Attorney given to KUNG TJONG DJEANG (also written KANG TJONG DJEANG) of Amoy, carrying on Business under the Style or "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Bommel.

J. G. L. HOUTHUYSEN, Notary Public at Samarang. Hongkong, 3rd May, 1904. [1172]

PUBLIC COMPANY.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Taels at Exchange 7:1 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors, W. S. JACKSON, Secretary. Shanghai, 22nd April, 1904. [1122]

FOR SALE

FOR SALE.

THE "NAGASAKI MEDICAL HALL" and "AERATED WATER PLANT" as a Going Concern.

Apply— R. H. POWERS & CO., Nagasaki, Hongkong, 22nd April, 1904. [1074]

FOR SALE CHEAP.

RURAL BUILDING 1015 42 and 84 (Magazine Gap) with the Building thereon known as "STONYHURST" formerly the residence of the late J. J. Francis, Esq., Q.C.

Premises let at \$40 a month, inclusive of taxes. Area of lots about 30,000 Sq. feet. Price \$7,000, of which \$4,000 to remain on Mortgage, if required, at 7% per annum.

Apply to— AHMET RUMJAHN, 62, Queen's Road, Hongkong, 29th April, 1904. [1141]

MANILA.

FOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Livery Stables attached. Intending purchasers will please apply for further particulars to—

M. H. CARE OF Daily Press Office, Hongkong, 13th April, 1904. [1491]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's ship-way. Offers may be sent to—

Care of Daily Press Office, Hongkong, 22nd March, 1904. [800]

FOR SALE.

AS A Going Concern, the Business carried on by the VICTORIA HAIR DRESSING SALOON and VARIETY STORE at Cornmarket House.

Further particulars apply on the Premises. Hongkong, 2nd May, 1904. [1161]

MAIL TABLES

FOR 1904.

Mounted on Card... 30 cents

Paper... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED), TO-DAY (THURSDAY),

the 5th MAY, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ico House Street),

A GREAT ASSORTMENT OF ENAMELLED WARE,

Comprising:—

TIPPIN CARRIERS, TEA and COFFEE POTTS, TUMBLERS, COFFEE MACHINES, BASINS, COOKING UTENSILS, &c., &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 3rd May, 1904. [1174]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on MONDAY,

the 9th MAY, 1904, at 11 A.M., at the Kowloon GODOWNS (No. 20),

500 CASES KUPPER BEER (QUANTITIES),

(Slightly Damaged by Water).

TERMS.—Cash on delivery.

JOE P. LAMMERT, Auctioneer. Hongkong, 28th April, 1904. [1127]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED), on WEDNESDAY,

the 18th MAY, 1904, at 11.30 A.M., at their New GODOWNS TO KWA-WAN, Kowloon

Marine Lot No. 72,

Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY,"

Comprising:—

One DONKEY BOILER (complete), One STEAM WINDLASS, One STEAM STEERING GEAR (complete), One HAND DITTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c., &c.

Full Catalogues may be had from the undersigned.

The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 A.M. on day of Sale to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 2nd May, 1904. [1164]

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents. Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1902, £16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

LI. FIVE FUNDS... 2,807,215 15 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 19th June, 1903. [188]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong, 28th April, 1904. [1121]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO. Hongkong, 20th November, 1903. [2160]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAURENCE & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1897. [129]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £252,719

Total Losses Paid... £2,759,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Hongkong, 18th May, 1903. [419]

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA

FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.

On Sale at AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinsan Gardens, Shanghai;

Messrs. KELLY & WALSH, LD., Hongkong

Shanghai and Yokohama;

Messrs. W. BREWER & CO., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Poochow;

Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Seoul Press," Seoul;

"NAGASAKI PRESS," Nagasaki;

"KORE CHRONICLE," Office, Kobe

"DAILY PRESS," Office, Hongkong, and at the London Office: 131, Fleet Street.

Hongkong, 12th December, 1903.

SIENTING.

SHIPPING.

ARRIVALS.

May 2, OREDA, British str., 8,000, T. Johnston, R.N.R., Lagoon via Singapore 24th April, Rice, Jardine, Matheson & Co.
 May 3, TANGUN, German str., 1,990, G. Schultzen, Bangkok via Kolschlag 26th April, Rice and General. BUTTERFIELD & SWIRE.
 May 4, CRUASER, British str., 2,744, F. Brown, Moji 27th April, Coal—DODWELL & CO.
 May 4, EMPRESS OF JAPAN, British str., 3,039, Henry Behns, R.N.T., Vancouver 15th April and Shanghai 2nd May, Mail, Flour and Beer—C. P. R. Co.
 May 4, FRITHJOF, Norwegian steamer, 891, Haraldsen, Tamsui and Swatow 2nd May, —ORAKA SHOSHEN KAISHA.
 May 4, HAICHING, British str., 1,267, A. E. Hodgins, Foo how 1st May, Amoy 2nd and Swatow 3rd, General—DOUGLAS LAFRAIK & CO.
 May 4, KWEIYANG, British str., 1,002, Men-threl, Chinglung and Wuhu 20th April, General—BUTTERFIELD & SWIRE.
 May 4, MANARAJ, British str., 1,046, E. J. Page, Saigon 24th April, Rice and Flour—CHINESE.
 May 4, TAMSUI, British str., from Canton.
 May 4, TYR, Norwegian str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

4th May.
 Carl Diederichsen, German str., for Hoihow.
 Hoihow, German str., for Saigon.
 Signal, German str., for Haiphong.
 Wosang, British str., for Swatow.

DEPARTURES.

3rd May.
 TIGER, German gunboat, for Pakhoi.
 4th May.
 ERNEST SIMON, French str., for Shanghai.
 GENERAL BAGEHAM, Chilean training-ship, for Shanghai.
 HAIFAN, British str., for Coast Ports.
 HANSA, German cruiser, for Amoy.
 KAIPOK, British str., for Manila.
 KWEIYANG, British str., for Canton.
 OREDA, British str., for Yokohama.
 PHU YEN, French str., for Yokohama.
 TAMSUI, British str., for Shanghai.
 TRITOS, German str., for Swatow.
 TYR, Norwegian str., for Hongkong.
 WOOSUNG, British str., for Shanghai.

VESSELS IN DOCK.

3rd May.
 ABEDEEN DOCK.—
 KOWLOON DOCK.—H. I. G. M. S. Moeve, Adamant, Apenrade, Houton, U.S.S. Monterey, Hoihow, H.M.S. Taku, Awara.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
 Taking Cargo at Through Rates to
 TAWAO, LAHAD DATU AND LABUAN.
 The Company's Steamship

"BORNEO."

Captain Muhle, is now ready to load for the above ports.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 29th April, 1904. [1147]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
 "HAICHING."
 Captain Hodgins, will be despatched for the above port TO-MORROW, the 6th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 4th May, 1904. [1185]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.
 (Taking Cargo at through rates to Tientsin).
 THE Steamship
 "LOONGMOON."
 Captain Kalkofen, will be despatched for the above port on SATURDAY, the 7th inst., at 3 P.M.
 This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 3rd May, 1904. [1181]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
 (via SUEZ CANAL).
 THE Steamship
 "BENALDER."
 Captain McIntosh, will be despatched as above on or about the 7th May.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 15th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK
 VIA
 SUEZ CANAL
 (With liberty to call at Philippine Ports)
 THE Steamship
 "BREIZ HUEL."
 will be despatched as above on or about the 12th May.
 For Freight & further information, apply to
 STA. DARD OIL COMPANY
 OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 28th April, 1904. [1128]

AMERICAN ASIATIC STEAMSHIP COMPANY.
 THE Steamship
 "RAS ISSA."
 will be despatched for the above port on THURSDAY, the 26th May.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 26th April, 1904. [1038]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT, APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (via SUEZ CANAL).	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP.	FORMOSA	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	About 11th inst.
LONDON & ANTWERP.	ALCANTARA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP.	DEUCALION	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP.	AGAMEMNON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	21st June.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	E. Heintze	MELCHERS & CO.	25th inst., at Noon.
HAYRE & HAMBURG	AMERICA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	Storn	HAMBURG-AMERIKA LINIE	17th inst.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE, &c., via SINGAPORE, &c.	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
GENOA, MARSEILLES & LIVERPOOL.	M. BACQUEHEM	Ans. str.	Rasovich	SANDER, WIELER & CO.	20th inst., P.M.
NEW YORK, via SUEZ CANAL.	ACHILLES	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	18th inst.
NEW YORK, via SUEZ CANAL.	HEIZ HUEL	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 10th inst.
NEW YORK, via SUEZ CANAL.	RAS ISSA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	About 12th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	11th inst.
VICTORIA (B.C.) & SEATTLE via N'AKI, &c.	TARTAR	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	21st inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	CALCHAS	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	17th inst.
PORTLAND, OREGON.	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	21st inst.
AUSTRALIAN PORTS.	ARAGONIA	Brit. str.	Schuldt	PORTLAND & ASIATIC CO.	14th June.
AUSTRALIAN PORTS.	THIRAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	9th inst.
YOKOHAMA, via SHANGHAI, MOJI & KORE.	EMPIRE	Brit. str.	Helm	GIBB, LIVINGSTON & CO.	11th inst., Noon.
YOKOHAMA & KOBE	PERA	Brit. str.	A. L. Valentine	P. & O. S. N. Co.	About 3rd inst.
SHANGHAI	CHANGSHA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th inst.
SHANGHAI	HUNAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	KIURIANG	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	LOONGMOON	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	7th inst.
SHANGHAI	SIEMSA	Brit. str.	P. E. Summers	P. & O. S. N. Co.	7th inst., at 3 P.M.
FOOCHOW, via SWATOW & AMOY.	TRIUMPH	Jap. str.	A. Hanson	OSAKA SHOSHEN KAISHA	About 8th inst.
TAMSUI, via SWATOW & AMOY.	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	11th inst., 10 A.M.
TAMSUI, via SWATOW & AMOY.	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	8th inst., 10 A.M.
ANPING, via SWATOW & AMOY.	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SWATOW	CHIHUI	Brit. str.	Hodgins	DOUGLAS LAFRAIK & CO.	18th inst., 10 A.M.
SWATOW & TIENTSIN	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	To-morrow, 11 A.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	DODWELL & CO., LD.	8th inst.
MANILA	EMPIRE	Brit. str.	Helm	SHEWAN, TOMES & CO.	About 7th inst.
MANILA	SUNGKIAN	Brit. str.	R. W. Almond	GIBB, LIVINGSTON & CO.	11th inst., at Noon.
MANILA	KUDAT & SANDAKAN	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	13th inst.
BOMBAY, via SINGAPORE & PENANG.	BORNEO	Ger. str.	Muhle	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
	ISCHIA	Ital. str.	Magazzini	MELCHERS & CO.	Quick despatch.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
 "EMPIRE."
 Captain Helms, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EMPIRE."
 Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 29th April, 1904. [1032]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (With liberty to call at Philippine Ports).
 Proposed sailings from Hongkong.
 1904.
 "CHIMOSA" 10th May.
 "SATSUMA" 31st May.
 For Freight and further information, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 29th April, 1904. [877]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 The Company's Steamship
 "MARQUIS BACQUEHEM."
 Captain Rasovich, will be despatched as above on FRIDAY, the 20th inst., P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 2nd May, 1904. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 28th August, 1897. [8]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES
ARTEMISIA	HAYRE and HAMBURG	On 12th May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MARBURG	HAYRE, BREMEN and HAMBURG	On 17th May. Freight.
Capt. Storn	(Calling at Singapore and Penang)	
STRASSBURG	HAYRE and HAMBURG	On 31st May. Freight & Passengers.
Capt. Madsen	(Calling at Singapore and Colombo)	
SEGOWIA	HAYRE and HAMBURG	On 14th June. Freight.
Capt. Förck	(Calling at Singapore and Penang)	
NURNBERG	HAYRE and HAMBURG	On 28th June. Freight.
Capt. Jaburg	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

OSAKA SHOSHEN KAISHA
REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW	"FRITHJOF"	SUNDAY, 8th
FOOCHOW, via SWATOW	H. A. HARALDSEN	May, at 10 A.M.
AND AMOY	"TRIUMPH"	WEDNESDAY, 11th
TAMSUI, via SWATOW	A. HANSEN	May, at 10 A.M.
AND AMOY	"M. STRUVE"	SUNDAY, 15th
ANPING, via SWATOW	T. BRANDT	May, at 10 A.M.
AND AMOY	"TRITOS"	WEDNESDAY, 18th
	H. KRAFT	May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 5th May, 1904.
 T. ARIMA, Manager [15]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships, Electric Light, Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 7th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 14th May, 10 A.M.
PEELA	1930	A. H. Nottley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 30th April, 1904. [16]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS | TO SAIL | REMARKS. || YOKOHAMA, via SHANGHAI, MOJI and KOBE | PERA | About 3rd May | Freight only. |
(Passing through the Inland Sea)	A. L. Valentine		
LONDON, &c.	MALTA	Noon, 7th May	See Special Advertisement.
	C. L. Daniel		
SHANGHAI	SIEMSA	About 8th May	Freight and Passage.
	P. E. Summers		
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	FORMOSA	About 11th May	Freight and Passage.
	B. H. W. Snow		

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 30th April, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY 25th May
OLDENBURG	8th June
SACHSEN	22nd June
ZIETEN	6th July
SEYDLITZ	20th July
ROON	3rd August
PREUSSEN	17th August
PRINZ REGENT LUITPOLD	31st August
PRINZ HEINRICH	14th September
GNEISENAU	28th September
BAYERN	12th October
ZIETEN	26th October
PRINZESS ALICE	9th November
PRINZ REGENT LUITPOLD	23rd November
PREUSSEN	7th December
PRINZ EITEL FRIEDRICH	21st December
PRINZ HEINRICH	4th January 1905

ON WEDNESDAY, the 25th day of MAY, 1904, at NOON, the Steamship "BAYERN," Captain E. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 28th April, 1904. [5]

NORTHERN PACIFIC LINE.
BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st.
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th.
LYRA	4,417	G. V. Williams	Thursday, August 4th.
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st.
TREMONT	9,606	T. W. Garlick	Saturday, October 1st.

FOR MANILA.
 The largest, stadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 7th May.
 S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 QUEEN'S BUILDINGS,
 Hongkong, 30th April, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 E.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.
 E.M.S. "TAITAN" 4,425 Tons. SATURDAY, 21st May.
 E.M.S. "EMPRESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st June.
 E.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd June.
 E.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 13th July.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 Intermediate on Steamers 240.
 and 1st Class Rail 242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 9, Pedder Street.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

6.	D. E. BROWN, General Agent, 9, Pecker Street.
----	--

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"ULYSSES"	On 7th May.	
GLASGOW AND LIVERPOOL	"CALCHAS"	On 15th May.	
GLASGOW AND LIVERPOOL	"DARDANUS"	On 21st May.	
GLASGOW AND LIVERPOOL	"YANGTZE"	On 28th May.	
GLASGOW AND LIVERPOOL	"DIOMED"	On 3rd June.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON AND ANTWERP	"ANTENOR"	On 10th May.	
LONDON AND ANTWERP	"ACHILLES"	On 18th May.	
LONDON AND ANTWERP	"ALCINOUS"	On 24th May.	
LONDON AND ANTWERP	"DEUCALION"	On 31st May.	
LONDON AND ANTWERP	"AGAMEMNON"	On 6th June.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 17th May.	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"HUNAN"	On 5th May.	
SHANGHAI	"KIUKIANG"	On 5th May.	
SHANGHAI	"WUHU"	On 5th May.	
SWATOW AND TIENTSIN	"CHIHLI"	On 8th May.	

MANILA, PORT DARWIN, THURSDAY, COOKTOWN, CAIKINS,
TOWNSVILLE, BESEANE, SYDNEY AND MELBOURNE
YOKOHAMA AND KOBE
* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"MALTA,"
Captain C. L. Daniel, carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 7th
MAY, at Noon, taking passengers and
cargo for the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceeding
direct to Marseilles and London; other
cargo for London, etc., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th April, 1904.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail Steamers
to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEOBEN and GENOA,
also VENICE and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALTAIO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above
on WEDNESDAY, the 11th May, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 26th April, 1904.

HONGKONG-CANTON LINE.

THE British steamship
"YING KING,"
Capt. Wm. Robinson, of 1088 tons, Registered,
is the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H.A.L. Steamship
"ARAGONIA,"
Captain Schult, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 28th inst.

Any Cargo impeding Laid discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 5th May, will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th May, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 28th April, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.
Cargo ex STEAMSHIP "HYADES,"
FROM SEATTLE, TACOMA, VICTORIA,
YOKOHAMA AND KOBE.

Having arrived per "Pingsuey" Consignees of
Cargo are hereby requested to send in their
Bills of Lading for counter-signature and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.

Hongkong, 27th April, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"DEUCALION,"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 3rd instant.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 9th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 9th inst., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
11th inst., or they will not be recognised.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd May, 1904.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON AND PORTS.

THE Company's Steamship
"KANAGAWA MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, To-morrow, 3rd inst.

Goods not cleared before the 9th inst., will
be subject to rent.

All ship-damaged packages must be left in
the Godowns and notices of same sent to this
Office before the 12th inst., or claims in connection
therewith will not be recognised.

No Claims of Cargo from Europe are
required to sign. Average Bond before Bills of
Lading can be counter-signed for delivery.

No Fire Insurance will be effected.
NIPPON YUSEN KAISHA.
Hongkong, 2nd May, 1904.

THE P. & O. S. N. Co.'s Steamer

"PERA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. *Calcutta* and
Egypt.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, To-morrow, the 4th inst.

Goods not cleared by the 10th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Godowns
for examination by the Consignees and the
Company's representative at an appointed
hour. All Claims must be presented within
three days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd May, 1904.

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irrregularities. Thousands of
Ladies keep a box of Martin's Pills in the house, so that on the
first signs of irregularity of the System a timely dose may
be administered. There is no other remedy so recommended. These
Pills are sold by all Chemists and Druggists, or by direct order to
MARTIN, CHAMBERLAIN, SOUTHAMPTON, ENGLAND.

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PRINCE STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount. Allowed. [331]

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PUBLISHED DAILY,
is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.

Established for nearly Forty Years
circulates largely throughout Southern China
Indo-China, etc.

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be obtained at the Office, 114, Des Voeux Road
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or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
**ANHEUSER BUCHS BREWING
ASSOCIATION, ST. LOUIS.**



[This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.]

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong 25th July, 1903.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN
PRONUNCIATION.

For comprehensiveness and practical service
this Work stands unrivalled. All the new words
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pelled to coin to express the numerous objects of
machinery, photography, telegraphy, and in
science generally, which the rapid advance of
foreign relations has imposed upon them, are
here given in *extenso*. Each and every word is
fully illustrated and explained forming exercises
for students of a most instructive nature. Both
the Chinese and Panti pronunciations are given,
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principle hitherto attained. This typographic
display the success of an attempt to make the
Chinese and English type correspond in the size
of body, thereby effecting a vast economy of
space, achieving a clearness not previously
attained, and dispensing with those vast margins
and vacant spaces which have heretofore charac-
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Chalmers' Vocabulary contains about 15,000
Chinese characters, and Medhurst's English and
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elementary works as yet published, the student
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general meaning. Of these examples this work
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indeed of them are perfectly acquainted. To
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Alacrity, despatch-boat, 1,700 tons, 10 guns,
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Eclipse, cruiser, 5,600 tons, 11 guns, Captain
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Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut.-Comdr. C. Asser, at
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4,900 h.p., in reserve

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4,900 h.p., in reserve

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3,900 h.p., Lieut.-Comdr. J. A. Gregory

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Liowathen, cruiser, 14,100 tons, Capt. Mon. W.
G. Stopford, Weihaiwei

Moerchen, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. G. G. Webster, Hongkong

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain R. P. O. Foote, C.M.G.,
Mrs Bay

Other, torpedo-boat destroyer, 350 tons, in
reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
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Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. L. W. Jones, West River

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